



BRITISH CIVIL AIRCRAFT

A flying boat of the Short Empire class; the acme of marine aircraft construction.

Machines for Private and Commercial Use

Illustrated Mainly with "Flight" Photographs

IN variety the range of British civil aircraft is unrivalled. Designers are keeping abreast of foreign competitors in practically every development calculated to benefit modern civilian types, and in more than one field can show products undeniably superior to anything offered abroad.

A number of highly efficient designs are in the development stage, while construction is in progress on some types of exceptional promise.

ABBOTT-BAYNES

THE most notable Abbott-Baynes development up to the present is what the manufacturers, who build their machines at Hester Airport, Middlesex, term the Cantilever Pou. Although founded on the recommendations of M. Henri Mignet this model has a new design of structure, eliminating all wires and consequently, it is claimed, the previous weakness of the Pou consequent on the absence of anti-lift wires.

Priced at £189, the Cantilever Pou is fitted with a water-cooled Carden engine of 30 h.p., has a maximum speed of 80 m.p.h. and shows an initial rate of climb of 400ft./min.

Other developments, which are not being publicised at the moment, are under way.

AERONCA

SUBSTANTIAL orders are being received by Aircraft Exchange and Mart, Ltd., the managing distributors of the machine, for the £395 Aeronca-J.A.P. light two-seater mono-

plane which, in a few months, has gained great popularity in Great Britain for training and touring.

This type of aircraft—a wire-braced model with side-by-side seating—originated in America, but is being built in this country by the Aeronautical Corporation of Great Britain.

On the power of the 38 h.p. J.A.P. air-cooled engine the standard Aeronca is capable of 95 m.p.h., while the landing speed is as low as 33 m.p.h.

AIR SPEED

ON the civil side of its business this Portsmouth company, which specialises in the construction of high-performance commercial aircraft, is concentrating its attention on two models, the twin-engined Envoy and single-engined Courier.

Although the Courier is a few years old it is still popular where a fast machine with a disposable load of 1,500 to 1,700lb. is required. The engine normally specified is the Siddeley Lynx IVC, which gives a maximum speed of 154 m.p.h., although the more powerful Cheetah V and the American Wright Whirlwind are alternatives.

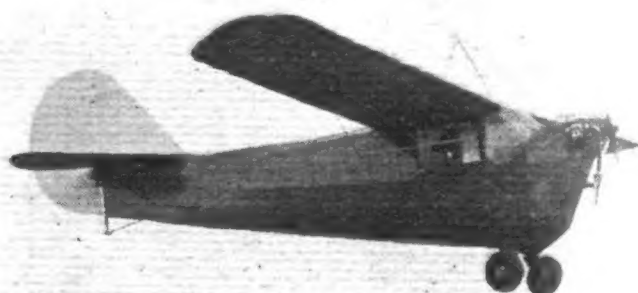
The company has just announced an improved version of the Envoy light transport, which differs mainly from the firmly established Series II model in that its wings have been redesigned. Stressed-skin plywood covering is employed, obviating the Warren-girder bracing between the spars.

Cabin schemes for the accommodation of any number of passengers up to eight have been prepared.

Fitted with Siddeley Cheetah IX engines the maximum speed is 205 m.p.h. at 7,300ft., and the service ceiling is 22,000ft. A single-engine ceiling of 6,250ft. is claimed. Alternative power plants are the Walter Castor II, Wright Whirlwind R.760.E.2, Gnome Rhone 7K.D or 7K.F.S. (in the latter case the top speed is no less than 225 m.p.h.) and Wolsley Scorpio.



The Abbott-Baynes Cantilever Pou with 30 h.p. Carden engine.



Large orders have been placed for the Aeronca light two-seater.